

No. 5550 號九十五百五千五第 日六十月八年亥乙緒光 HONGKONG, WEDNESDAY, SEPTEMBER 15th, 1875. 三拜禮 號五十九月九英 港香 [PRICE \$2½ PER MONTH.]

## Intimations

THEATRE ROYAL,  
CITY HALL, HONGKONG.  
AVE. CARSON'S MINSTRELS.  
MORROW EVENING, SEPT. 16th. 1875  
FOR THE SOLE SPECIAL BENEFIT OF  
DAVE CARSON  
AND  
HIS LAST APPEARANCE  
OF THE COMPANY

**BURRA KEBUB**

UNDIR DAVEE KAR SEN, B.A.S.S.,  
 (ORIGINAL BENGALISE BABOO.)  
 ADUATE OF VERNACULAR COL-  
 LEGE,  
 RADHA BAZAAR, CALCUTTA.  
*Author of Blasphemy, Duk Charities, Mystery of  
 Box, Et genius of hook in homo, and  
 Multum in parvo  
 (Language of Latin Races).  
 I appear and have honor of making Exhi-  
 bition of Wonderful Feet in  
 SINGING OF THE VOICE.*

### CRACKING OF THE B ING OF PEDAL EX

MANIPULATION OF US BOYCOTUS,  
and  
ALLEGATION OF SERIOUS LUDICROUSNESS,  
and will Sing  
OD-BYE SWEETHEART, & SWEET  
ESPIRIT HEAR MY PRAYER,  
which your humble Petitioner will ever  
more pray on above Night.

—

FIRST AND LAST TIME IN HONGKONG  
DAVE CARSON,  
AS  
OTHELLO SAHIB BAHADUR.

—

## MACHINE POETS

[illegible]

everyday, \_\_\_\_\_

**PART FIRST:**  
**CARSON** will preside at the Pianoforte.  
 Conductory Overture (Orchestra)..... **D. CARSON'S Minstrel**  
 as my Mother here I die..... **Mr. G. H. HENEL**  
 the Language of Love..... **DAVE CARSON**  
 me in my little Bed..... **Mr. J. O. TALBOT**  
 would I were a Fly..... **DAVE CARSON**  
 n't be angry with me..... **Mr. G. H. HENEL**  
 Part First will conclude with the Laughable  
 Sketch,  
**WHO'S AFRAID?**

INTERVAL OF 10 MIN

ge.—La Fille du Régiment, MRS. D. CARSON.  
 PAGANINI REDIVIVUS,  
 MR. G. H. NEWELL.  
 Owing to a previous engagement at the  
 Centre Royal, Convent, Garden, London, MRS.  
 FATTI cannot be present, but has de-  
 tected MR. J. C. TALBOT in her stead.  
 The LIFE, LOVE, MARRIAGE, and  
 DEATH of OTHELLO,  
 BY  
 DAVE CARSON.  
 American song & dance.—NELL, THE BELLE  
 G. H. NEWELL.

Mrs. Dave Cahn

THE ORIGINAL BENGALIEE BARCO.  
 DAVE CARSON,  
 who will sing  
 E'SWEETHART AND E'SWEETHART  
 E'SCIAIT BEAR MY PRAYER.  
 AN INTERVAL OF FIVE MINUTES.  
 o Evening's Entertainment will terminate  
 with the irresistible humorous Trifle,  
 entitled  
 "AN OPERATIO REHEARSAL."  
 The Nursemaid, M. J. O. TALBOT,  
 the Big-Brained, DAVE CARSON,  
 the Musician, Mr. G. H. HENRI,  
 producing the Splendid *Plantation Song* and  
 the  
 THE AFFLU OF MY EYE.  
 HAPPY TO MEET! SORRY TO PART!  
 HAPPY TO MEET AGAIN!!!  
 A PRICES OF ADMISSION:  
 Dress Circle.....\$2.00.  
 Orchestra Stalls.....2 00.

price to Dress Circle  
Stalls only.

Children in Arms... 25.00.  
 Tickets may be bad, and Seats secured at  
 Messrs. LANE, CRAWFORD & Co.'s, for Dress  
 Circle and Orchestra Stalls, only; and at the  
 Theatre on the Evening of Perfor-  
 mance.  
 Doors open at 8.—Trouble begins at 9.  
 Dave Carson's United Minstrel and Burlesque  
 Troupe, containing the Bengalee Baboo and Piano  
 Popular Songs and Choruses, with 24  
 Accompaniments, can be obtained at the  
 Theatre of Messrs. LANE, CRAWFORD & Co.  
 Price \$1.  
 3337 Hongkong, 13th September, 1875.  
 KRUPP'S CAST STEEL WORKS  
 ESSEN (GERMANY)  
 SOLE AGENT FOR CHINA,

ong, Shanghai, Colog

**Notices to Consignees.**  
**OCEAN STEAMSHIP COMPANY.**  
 CONSIGNEES per Company's Steamer **HECTOR** are hereby notified that the cargo is being discharged into Craft, and landed at the Godowns of the Undersigned, in both cases it will lie at Consignees' risk. The cargo will be ready for delivery from Godowns on and after the 15th instant.  
 Goods undelivered after 20th instant will be subject to Rent.  
 J. H. WATKINS & SONS, Agents.

SHIP SOLENT

**CONSIGNEES of Cargo** by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for Counter-Signature, and to take immediate delivery of their Goods.

**Cargo impeding the discharge of the Yessel** will be landed and stored at Consignees' risk and expense.

**ARNHOLD, KARBERG & Co.,**  
Agents  
at 1341 Hongkong, 1st September, 1875.











Extracts.

**APOLLO IN TEMPE.**  
When, exiled from the Olympian hall,  
Apollo kept his flock,  
Admiring all the day and all the night,  
The nightingale's plaintive wail,  
He listened to the rocks.  
In troops the attractive birds sat round,  
And singing voices did them praise,  
Mild with the music of the sound,  
Mid feathers sleek and many a browed  
Shepherd and shepherdess.  
Till, on a day, a peasant girl,  
Thence thither thrives,  
And dark she looks and glow bright  
With unexpected Hermes' light,  
Earthward on glowing pinions.  
"Brother," he cries, "thy presence 'ere,  
Olympus seek again;  
Shine on our flocks as heretofore;  
Note out the morning, and restore  
The Elysian tree again."  
Apollo, as the mission god declares  
His gifts a form, and form,  
Rising with Delia, and wears  
A beauteous crown.  
But now and appreciation grew  
On all that passed through;  
"O spare us, for the goddess' light  
Our earth's blessing is;  
"Immortal become we."  
Smiling, the goddess Power replied,  
"Four children of the gods,  
If you will, I will stand beside  
From henceforth, new but true,  
And fully will be gods."  
—Ezra.

MARK TWAIN.

While sitting in front of the Southern Hotel, talking to a future great citizen about the old steamboat days of St. Louis, when captains, clerks, pilots ran the town, and ran in under a full hull of cotton, a man in a suit of black, with a white shirt and a white necktie, came up to me and said, "You are speaking of the old river days?" "We was," I replied. "Perhaps, now, you have been reading some of Sam Clemens' yarns?" I held up a copy of the *Atlantic*, open at Mark Twain's article, which had been brought to me by a friend. "I thought so," he said, "but I don't know," said the social riverman, reaching over for a tobacco pouch which a gentleman was passing to a friend. "There's one little affair he has worked into print, yet, and it isn't likely he will." The social quill of his reminiscence at this point, and talked generally about the old days of the river and universal disadvantages of dryness. "Saying that nothing but gin and sugar would start him away, he was persuaded into a convenient bar-room, and, after holding in his fingers (held vertically), a handful of crackers, and several chunks of cheese, he proceeded with his anecdote, interrupting himself a number of times to remark to the bar-tender, "Same brand!" It was first of the *Albion*, when Sam Clemens (Mark Twain) was a cub in his pilot-house. He was a chipper young chap, with legs no bigger than a cat's, and full of tricks than a mile out. He worked off jokes on everybody aboard, from the skipper down to the rowers (dark deckhands), but they were all taken in good part, only they lay by three to pay back. About the time Sam got the run of the river well enough to stand alone at the wheel, the *Scott* went into the lower river trade, carrying cotton from Memphis to New Orleans. Perhaps, now, you never see a boat in the cotton trade here? Well, you may cover your cotton from stem to stern with tarpaulins, and keep your donkey-engine steamed up, but if a park of fire-tongues cotton enough to fill a tooth, your boat's a corpse. It's quicker'n gunpowder to burn, and no pilot can reach the lower deck from the texas in time to save himself, let alone his cargo. So, you see, everybody in that trade in the water, and an alarm of fire in a boat loaded with cotton will turn a man's hair grey quicker'n an alligator can swallow a nigger. Sam being a young pilot, and new to the cotton-trade, was told over and over again how the profession would lose a promising cub if ever a fire broke out on the *Scott*, and the boy got nervous. My skipper, and me, always managed to be in the launch-room when Sam came off water, and as he came in we would talk about the number of cotton-bales that burnt in such a year, and how such a cub would have made a lightning pilot if he hadn't got burnt up in the cotton-trade, and we always noticed that Sam's appetite failed him after that, and instead of going to bed, he would go prowling around the lower deck, and peering out the hatchways, snuffing at every opening, like a pup that has lost its master. One day when we backed out of Memphis with a big cargo of cotton, I complained, in Sam's hearing, that the mate had loaded the boat too near the engines. The boy followed me into the engine-room, and without seeming to notice him, I told my skipper, "Here is my level boat to keep him from catching fire, but that it was a slim chance with tales piled up right before the furnace doors. Sam got whiter'n a bulk-head, and went up to the texas, where he packed his cargo ready for any business that might come before the meeting. When he went on watch I posted the second officer to keep an eye on him, behind a canvas screen, and saw Sam in the pilot-house, his hair on end, his face a corpse, and his eyes sticking out so far you could have knocked them off with a stick. He danced around the pilot-house, turned up his nose like he was smelling for a polecat; pulled every bell, turned the boat's nose for the bank and yelled "fire!" like a madman, and in the war-pipe. That yell brought everybody on deck. We had a big cargo of passengers, and the women screamed, the men rushed for cork pillows, and the crew yanked the doors off their hinges and rushed to the guards ready to go overboard at the first nod of a finger. The skipper had hard work to make the crew's passions believe that there wasn't any fire, but he brought them to reason finally. I paid no attention to Sam's frantic yells, so the boat didn't run her nose against the bank he aimed for. The captain and first pilot and a lot of passengers, after hunting all over the boat, couldn't find a sign of fire anywhere outside the furnace and they went for Sam. He swore up and down that he wasn't cotton burning, no use talking to him—he knew the smell of burning cotton, and, by thunder! he had smelt it. The first pilot said kind of soft and piteously to Sam, "My boy, if you'd told me you was so near the infernal I'd stood double watch for you. Now you go and sink the boat in the engine-room to the pilot-house. I had in mind the tricks Sam had played on me, and having worked him to a nervous state about fire, I would tell him he was alone in the pilot-house, and then set fire to a little wad of cotton, stuffed it into the speaking-tube, and the small came out right under his nose." A little sugar in it, pard—*Milwaukee Sentinel.*

THE COMMON LOT.

We are prone to imagine that our temptations are peculiar; that other hearts are free from secret burdens that oppress our energies and cast a cloud upon our joy; that life has for others a freer movement, and a less constrained and more abundant life. But the more we know of what passes in the minds of others, the more our friends disclose to us their secret consciousness, the more we learn that no man is very peculiar in his moral experiences—that beneath the smoothest surface of outward life the dead cares of the heart, and that, if we fall under our burdens, we fall beneath the temptations that are common to all, the existence of which others as little suspect in us as we do in them. We have but the trials that are incidental to humanity.

TINTAGEL.

They went down along a narrow valley, until they suddenly stood in front of the sea, the green waters of which were breaking in upon a small and lonely creek. What strange lights were there! That tell from the white cliffs above, reaching all the objects around them sharp in outline and intense in colour? The beach before them seemed of a pale blue where the green waves broke in a semi-circle of white. On their right some masses of ruddy rock jutted out into the cold sea, and there were huge, dark, jagged cliffs and lonely crags, and a cold, on their left and far above them towered a great and isolated rock, its precipitous sides scarred here and there with twisted lines of red and yellow quartz; and on the summit of this bold headland, amid the dark green of the sea-grass, they could see the dusky ruins—the crumbling walls, and towers, and battlements—of the castle of King Arthur and his knights. The bridge across to the mainland lies, in the course of centuries, fallen away; but there, on the other side of the wide chasm, were the ruins of the other portions of the castle, scarcely to be distinguished in parts from the grass-grown rocks. From *"The Fishers," by William Black, in Cornhill Magazine.*

THE PARIS MAN-MILLINER.

Nobody goes to Worth but Americans, and as Americans are to the great man-milliner a mine of wealth, he works that mine as if it were inexhaustible. A lady going to Worth is nothing upon which to calculate as the probable sum of his bill, for his charges are altogether arbitrary and have no reference whatever to the cost of materials or labour employed. An American lady lately gave an order for a black silk dress to be made in the scant style of the First Empire, now worn, in which ladies give no impression that they glide, as in the days of more ample draperies, but prove conclusively, especially when the wind whistles, that they are as light as air and—The dress was sent home very plain, very scant, and evidently made of so little material that the fair owner was completely astounded by the magnitude of the bill that came with it. Indignant at such high-handed imposition, she went to Worth and expostulated. But the King dress-maker took no notice of her, and advised her that she must pay for the dress, or for style, but for the unspeakable glory of "wearing his name." She went home and wrote him a note, saying that as the honor of wearing his name was too expensive a luxury for her purse, she would countermand an order for several thousand dollars' worth of dresses concerning which she had consulted him, and would advise her friends to seek a more consistent mode. That same day she received from Worth an elegant lace overdress, in value far exceeding the silk concerning which she had demurred, with a note saying that the modiste had concluded that he must have been mistaken in the value of the black silk robe, and now sends an overdress to make it worth its price!—*Chicago Tribune.*

YORKSHIRE WORTHIES.

The Yorkshire-divines, who Caleb Stubbly thought, on account of their fat faces, could never have imagined at school, form such a group as, perhaps, no other country in the United Kingdom could produce. Their lives would fill one of Captain Murray's "quarries of curiosity," and form a standard John Wycliffe, the Richmond Rectory, whose monumental base in Wycliffe Church has been, with many others, overlooked by Mr. Boutell (Mr. Boutell, indeed, only mentions those of Sir John de St. Quintin and his lady, at Harpham and at Bransherton); then, Torstall, Bishop of Durham, twice deprived of his see, and ejected of Eltham; Richard Hilborne, a learned man, who was a prisoner with Lord John the scaffold; Lawrence Sterne, Bowles, author of the famous *Tristram*; Burnett, the learned chaplain of William III.; Tillotson, whose sermons are among the "Sacred Classics"; so, chiefly edited by Dr. Stebbing; Sanderson, the blind abbot; Dr. Radcliffe, who erected his organ upon a pulpit in the great library at Oriel; Joseph Priestley, whose pen very nearly approached the secret of perpetual motion; Dr. Paley, and Reginald Heber. It is interesting to observe this mighty kinsmanship of genius and erudition in a single strip of England. We pass that reverend band, and enter the Yorkshire Wath of Arts and letters. It is not very spacious. Here are John Gower, the "Confessio Amantis," and Sir Thomas More, of the "Utopia," and the "Carroll's History," and the "Thoreau's Carolina," confronting Andrew Marvel, Barbara Holland, and Lady Mary Wortley Montagu, whose portrait, at the age of sixteen, is human sweetness idealized, and reminds you of Mrs. Jordan when a girl. The Worthies running rather short in this direction, we may as well adopt for the occasion James Montgomery and Ebenezer Elliot, the "Cor-lu-lu" rhyme; but, as a matter of course, the Worthies are included, and it is a touching thing to note how still at Harworth, their home, the word "saint" passes for "Charlotte" among the simpler people. Now it will not do to linger in too historical spirits, considering these worthies; so, after consulting the great book upon them, we turn the next Greek of all the English sculptors; Chantrey, Beckwith, Schvartz, and Jackson, the Yorkshireman of the Royal Academy. These one was saying was that "friends are miseries"—and Abraham, the Anglo-Franco Fleming, who designed the funeral for the Knights of the Order of the Royal Oak, and was buried in a grave, we may take a turn among the traditions; and here it should be remarked that Yorkshire, not satisfied with its own sons and daughters, illustrious though they are, is constantly afflicting children to itself from across the county borders. She would, if she dared, adopt the St. Dunstons, the Cockermouths, but, in default, she has with the White Doe of Rylstone. Nobody begrudges her "Drunkard Barnaby," who was incontestably a Yorkshireman; or Zachary Moore, of Lofthouse, or the wealthy and pithy Sir George Colebrooke, of Sandeside, who obtained an alms monopoly, and was therefore for evermore known as "Shah Alum"; or St. John of Beverley (though his miracles may be doubted); or Mother Shipton, the prophetess, who in 1488 married Tobias Shipton, of Knapworth, and whose memoirs are declared to be still extant in MS.; or Eugene Aram, who, however, need not have been a Yorkshireman, although he buried his victim in a Yorkshire cave. But when it comes to the tricks Sam had played on me, and having worked him to a nervous state about fire, I would tell him he was alone in the pilot-house, and then set fire to a little wad of cotton, stuffed it into the speaking-tube, and the small came out right under his nose." A little sugar in it, pard—*Milwaukee Sentinel.*

DISPOSAL OF ELEVEN WIDOWS BY LOT.

At Holland Town, Wisconsin, 11 widows were disposed of in marriage by lot. The *Green Bay Advertiser* speaks to this effect: "It seems that there were thirteen widows in Holland Town, and 12 widowers. It was thought by 'society' in that place that it would be economy to have them married, and it was at first proposed that 11 of the widows should marry the disconsolate widowers; but on further consideration it was decided that the widowers should only be allowed to dispose of the widows by lot. With a view, therefore, of shortening the period of suspense, 'the names of all the widows' says this report, 'were placed at once in a box, and likewise the names of the widowers.' The drawing took place at 5 p.m. on Monday, the 8th inst. The 12th widow showed unbecoming signs of joy at what she innocently termed her escape. Her marriage was of short duration, for the committee are now advertising for and near that if there are any widows in neighbouring towns who would like to take the remaining lot, application can be made to the president."

Insurance.

**QUEEN FIRE INSURANCE COMPANY.**  
THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of \$50,000 on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20% on the premium. **EDWARD NORTON & Co., Agents.**  
11 Hongkong, January, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

**NOTICE.**  
AFTER this date, a brokerage of Thirty-three and one-third per cent. (33 1/3%) will be charged by this Association on risks in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.  
On risks to all other ports, the brokerage will be ten per cent. (10%) only.  
**W. PUSTAU & Co., Agents.**  
11 Hongkong, 27th June, 1875.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, SPECIAL ATTENTION OF POLICIES to the extent of \$50,000 on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20% on the premium. **EDWARD NORTON & Co., Agents.**  
11 Hongkong, 27th June, 1875.

LONDON AND ORIENTAL STEAM TRANSPORT INSURANCE OFFICE.

ESTABLISHED 1848.  
137, LEADENHALL STREET, LONDON.  
THE Undersigned is authorized to accept of all risks of Fire, Marine, and Shipping, by First Class Steamers and Sailing Ships, at the lowest rates. **A. MAYER, Agent.**  
11 Hongkong, 1st July, 1875.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—  
**MARINE RISKS.**  
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.  
A Brokerage of THIRTY-THREE AND ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

**FIRE RISKS.**  
Policies granted on First-class Buildings to an extent of \$50,000.  
A Discount of TWENTY PER CENT. (20%) upon the current local rates will be allowed on all premium charged for insurances; such discounts being deducted at the time of the issue of policy.  
**RUSSELL & Co., Agents.**  
1 Hongkong, 1st January, 1874.

YANGTSE INSURANCE ASSOCIATION OF SHANGHAI.

**NOTICE.**  
ON and after this date the above Association will allow a Brokerage of THIRTY-THREE AND ONE-THIRD PER CENT. (33 1/3%) on Local Risks only.  
**RUSSELL & Co., Agents.**  
11 Hongkong, 4th June, 1874.

THE LONDON ASSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.  
THE Undersigned, having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—  
**MARINE DEPARTMENT.**  
Policies at current rates, payable either here, in London, or at the principal ports of India, China, and Australia.  
**FIRE DEPARTMENT.**  
Policies issued for long or short periods at current rates.  
A discount of 20% allowed.  
**LIFE DEPARTMENT.**  
Policies issued for sums not exceeding \$5,000, at reasonable terms.  
**HOLLIDAY, WISE & Co., Agents.**  
11 Hongkong, 27th June, 1875.

CHINESE INSURANCE COMPANY (LIMITED).

**NOTICE.**  
Policies granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to the Shareholders, whether holders or not, in proportion to the amount of Premium contributed by each, the remaining third being carried to Reserve Fund.  
**OLIPHANT & Co., General Agents.**  
11 Hongkong, 17th April, 1875.

ROYAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.  
**MELOCHERS & Co., Agents.**  
11 Hongkong, 27th October, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.  
**MELOCHERS & Co., Agents.**  
11 Hongkong, 1st May, 1874.

PHILIPPINE FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.  
**MELOCHERS & Co., Agents.**  
11 Hongkong, 27th November, 1873.

Insurance.

**IMPERIAL FIRE INSURANCE COMPANY.**  
THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of \$50,000 on any one.  
**FIRST-CLASS RISK.**  
A RETURN OF TWENTY PER CENT. (20%) will be made on the premium charged on all Insurances, such Return being payable on the issue of the Policy. **GILMAN & Co., Agents.**  
Imperial Fire Insurance Company.  
338 Hongkong, 1st March, 1874.

YANGTSE INSURANCE ASSOCIATION OF SHANGHAI.

**NOTICE.**  
Policies granted on Marine Risks to all parts of the World at current rates. This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15% for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, the profits of the Underwriting Business pro rata to amount of premium contributed.  
**RUSSELL & Co., Agents.**  
11 Hongkong, 9th July, 1875.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premium will be allowed upon insurances effected with this Company.  
**DOUGLAS LAPRAIK & Co., Agents.**  
11 Hongkong, 27th June, 1875.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon, and Penang.  
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.  
No charge for Policy fees.  
**JAS. B. COUGHTRY, Secretary.**  
Hongkong, 1st November, 1871.

SHIPPING IN THE CHINA WATERS.

HONGKONG.

Vessels.	Captain.	Flag & Reg.	Tons.	Consignees.	Destination.
Adria	W. Brezza	Brit. str.	781	P. & O. S. N. Co.	Singapore, &c.
Albany	Hutchinson	Brit. str.	1023	Landstain & Co.	Repairs.
Calcutta	W. B. Cobb	Brit. str.	1328	Jardine, Matheson & Co.	Singapore, &c.
Chancellor	W. Watt	Brit. str.	744	Siemens & Co.	Ningpo, &c.
China	P. H. Jennings	Brit. str.	682	Siemens & Co.	Ningpo, &c.
Dana	W. Thomson	Brit. str.	816	Yen-hai Hong	Yug Flying
Fama	W. Fleury	Brit. str.	1120	H. K. & W. D. Co.	Yug Flying
Glennan	Thos. Edward	Brit. str.	1373	H. K. & W. D. Co.	Singapore, &c.
Great Republic	W. B. Cobb	Amer. str.	3580	P. M. S. S. Co.	Yokohama, &c.
Ichang	H. Martin	Brit. str.	700	Butterfield & Swire	Singapore, &c.
Kinsland	Chas. W. Brown	Brit. str.	1050	H. K. & W. D. Co.	Singapore, &c.
Kwai-King	Gunning	Brit. str.	1061	H. K. & W. D. Co.	Singapore, &c.
Kwangtung	G. D. Pittman	Amer. str.	401	D. Laprak & Co.	Singapore, &c.
Little Orphan	Finch	Brit. str.	411	D. Laprak & Co.	Singapore, &c.
Lycemoon	Forrest	Brit. str.	864	D. Laprak & Co.	Singapore, &c.
Nankai	E. P. Westoby	Brit. str.	1111	Siemens & Co.	London.
Normandy	J. Reddell	Brit. str.	834	Gibb, Livingston & Co.	Singapore, &c.
Norona	G. Keen	Brit. str.	863	Landstain & Co.	Singapore, &c.
Pardo	Power	Amer. str.	1232	Landstain & Co.	Singapore, &c.
Pengia	W. G. O'Connell	Brit. str.	1232	Jardine, Matheson & Co.	Singapore, &c.
Powah	A. Bonning	Brit. str.	1330	H. K. & W. D. Co.	Singapore, &c.
Premabomb	W. Hyde	Brit. str.	643	Yen-hai Hong	Singapore, &c.
Shanghai	J. James	Brit. str.	1700	Turner & Co.	Singapore, &c.
Shanghai	J. James	Brit. str.	1700	Turner & Co.	Singapore, &c.
Shanghai	J. James	Brit. str.	1700	Turner & Co.	Singapore, &c.
Shanghai	J. James	Brit. str.	1700	Turner & Co.	Singapore, &c.

RECEIVING VESSELS & HULKES.

Chase John Adam

John Watson

John Watson

John Watson

John Watson

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